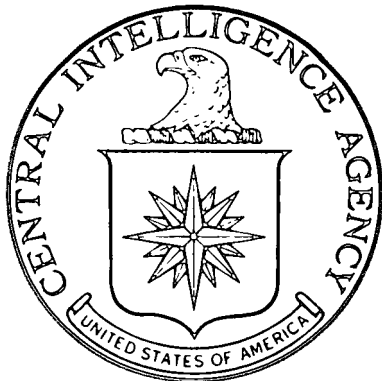


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ANALYSIS



STAFF

PIR

PHOTOGRAPHIC INTELLIGENCE REPORT

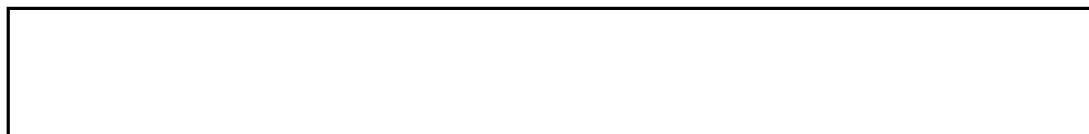
VITAL RECORDS COPY

IRKUTSK AIRFRAME PLANT NO 39

IRKUTSK, USSR,

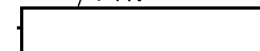
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DATE MARCH 1967

COPY 110

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downgrading and declassification

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IRKUTSK AIRFRAME PLANT NO 39 IRKUTSK, USSR, [REDACTED]

Irkutsk Airframe Plant No 39 [REDACTED] is located 5 nautical miles northwest of the center of Irkutsk, USSR, at 52-21-15N 104-12-20E (Figure 1). The plant is adjacent to Irkutsk Airfield Northwest [REDACTED] and is served by major roads and rail spurs.

The plant area is surrounded by 35,365 linear feet of probable masonry wall. 1/ Within the plant area are 8,265 linear feet of hard-surfaced roads averaging [REDACTED] in width 1/ and 16,000 linear feet of rail spurs. The preceding figures are approximate.

Lack of aerial photographic coverage of the plant area prior to [REDACTED] precluded a complete analysis of the plant development since

the 1940s. The plant area is shown on photography of [REDACTED] (Figures 2, 3, and 4) and also on the layout drawing (Figure 5). All item numbers are keyed to Figure 5 and the associated table.

When first observed on [REDACTED] the plant facilities and available floorspace could not be accurately determined because of the poor quality of the photography. 2/ Later [REDACTED] photography of better quality in [REDACTED] (Figure 2) showed the plant to contain approximately 2,098,200 square feet of floorspace. 2/

From [REDACTED] construction activity included construction of

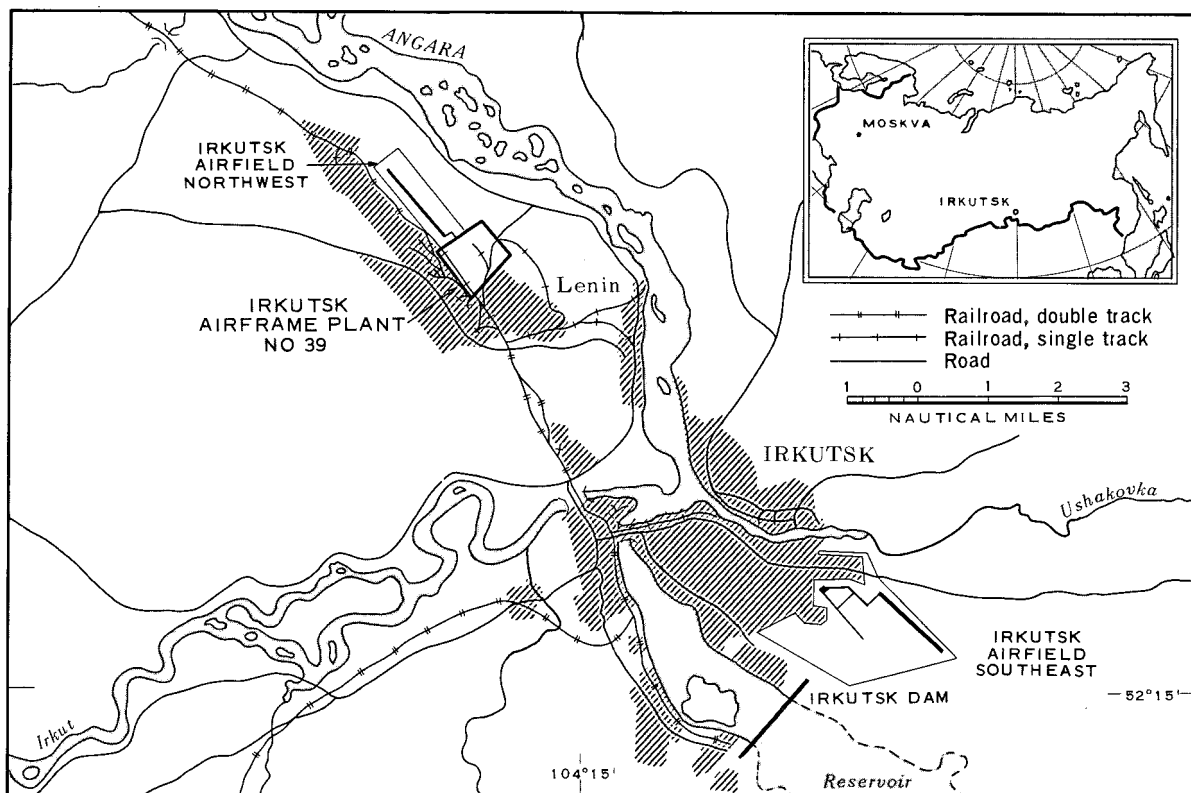


FIGURE 1. LOCATION MAP.

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some small storage/support buildings and an addition to the subassembly section (item 21).

Photographic coverage revealed that the addition to the subassembly section was under construction in [] [] a major portion of this addition was complete; the remaining portion was complete by []

An area immediately east of the plant complex (containing items 9, 18, and 19) may be considered to be part of the plant. Items 18 and 19 are possible administration/engineering areas because of their proximity to the main entrance of the plant. Item 9 appears to be a possible motor pool/workshop and storage area with direct access to the main plant area (Figure 5). These buildings were not included in the total figures because they are outside the boundaries of the main plant area.

The current floorspace of the plant is [] This figure also includes the multistoried administration/engineering floorspace. The current figures appear to be more accurate than those previously reported due to the better quality of stereo photography now available.

Irkutsk Airfield Northwest serves the plant as a test and flyaway field. It has a serviceable northwest/southeast concrete runway which measures approximately 8,260 by 230 feet. The runway is served by concrete parking aprons and taxiways. The parking aprons and taxiways cover an area of approximately 1,128,525 square feet.

Aircraft observed at the airfield and plant on [] included 17 probable FIREBAR/BREWER, 1 CAB, and 3 light straight wing.

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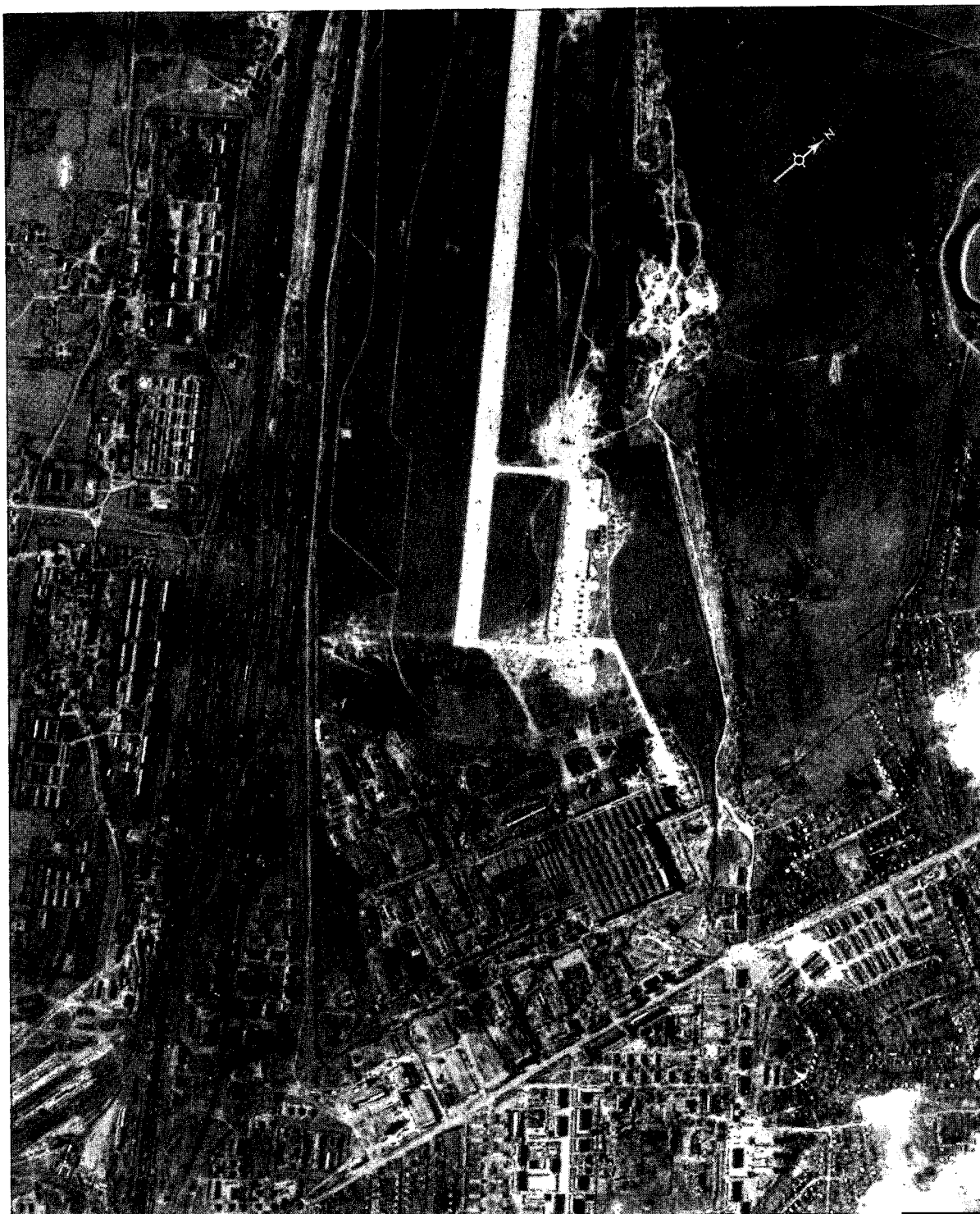


FIGURE 2. IRKUTSK AIRFRAME PLANT NO 39, IRKUTSK, USSR, [REDACTED]

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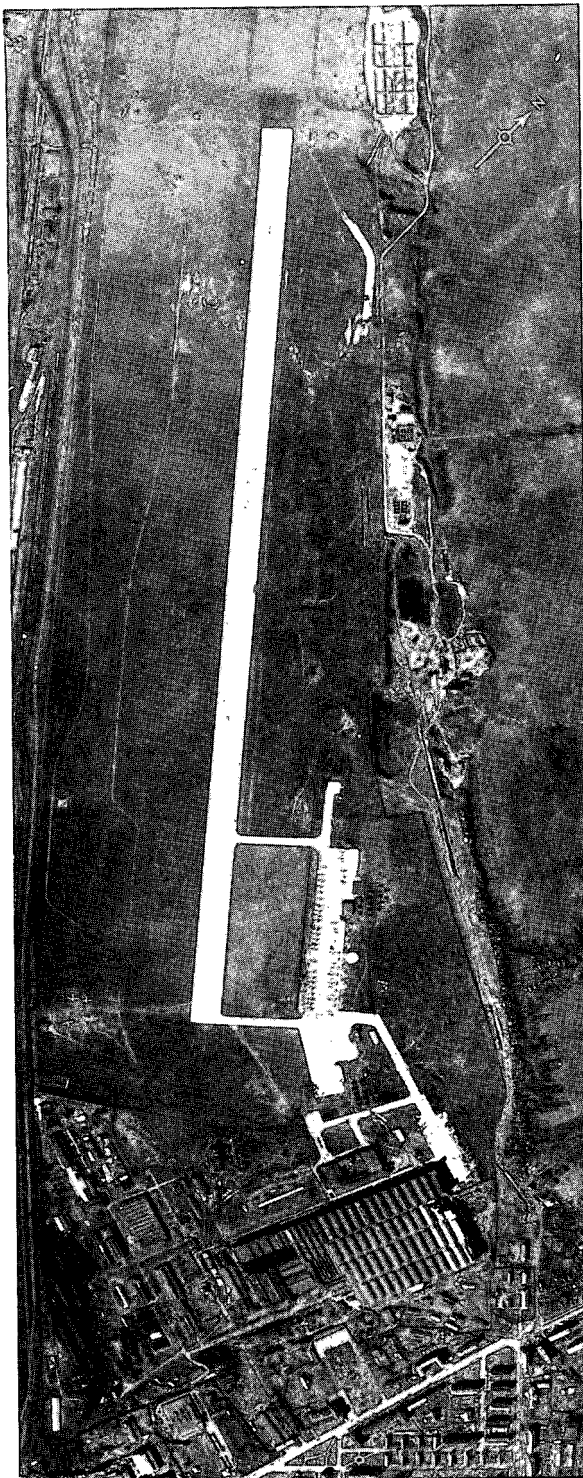
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FIGURE 3. IRKUTSK AIRFRAME PLANT NO 39

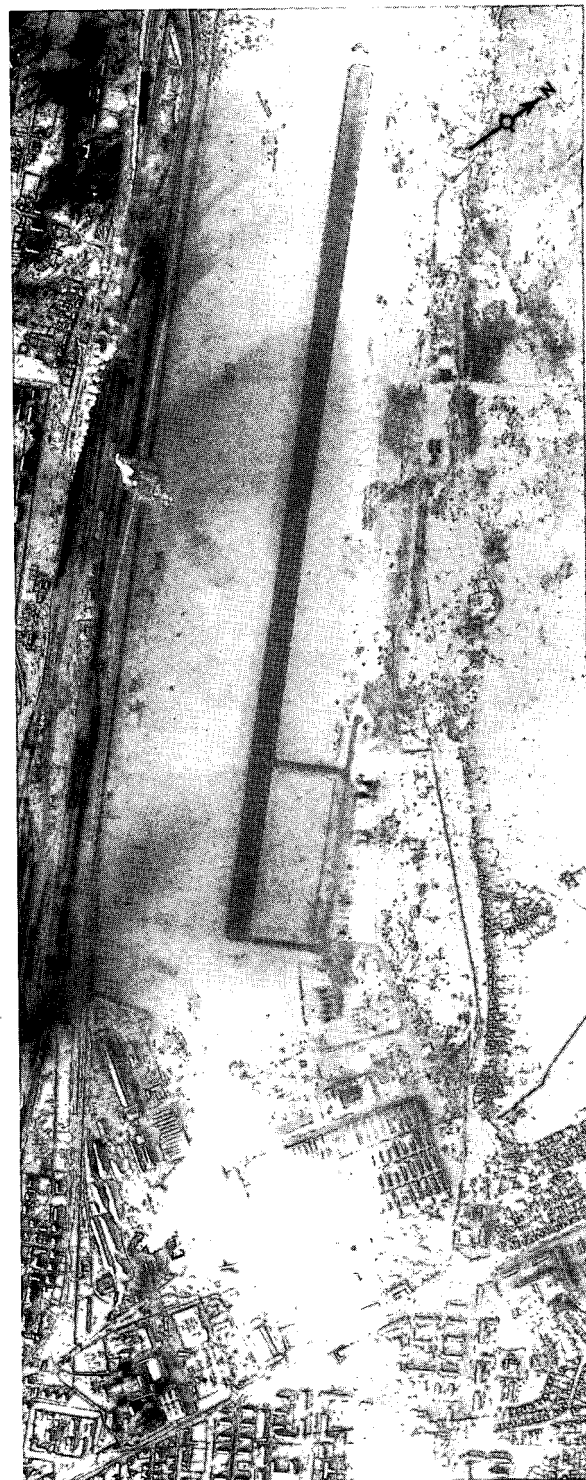


FIGURE 4. IRKUTSK AIRFRAME PLANT NO 39,

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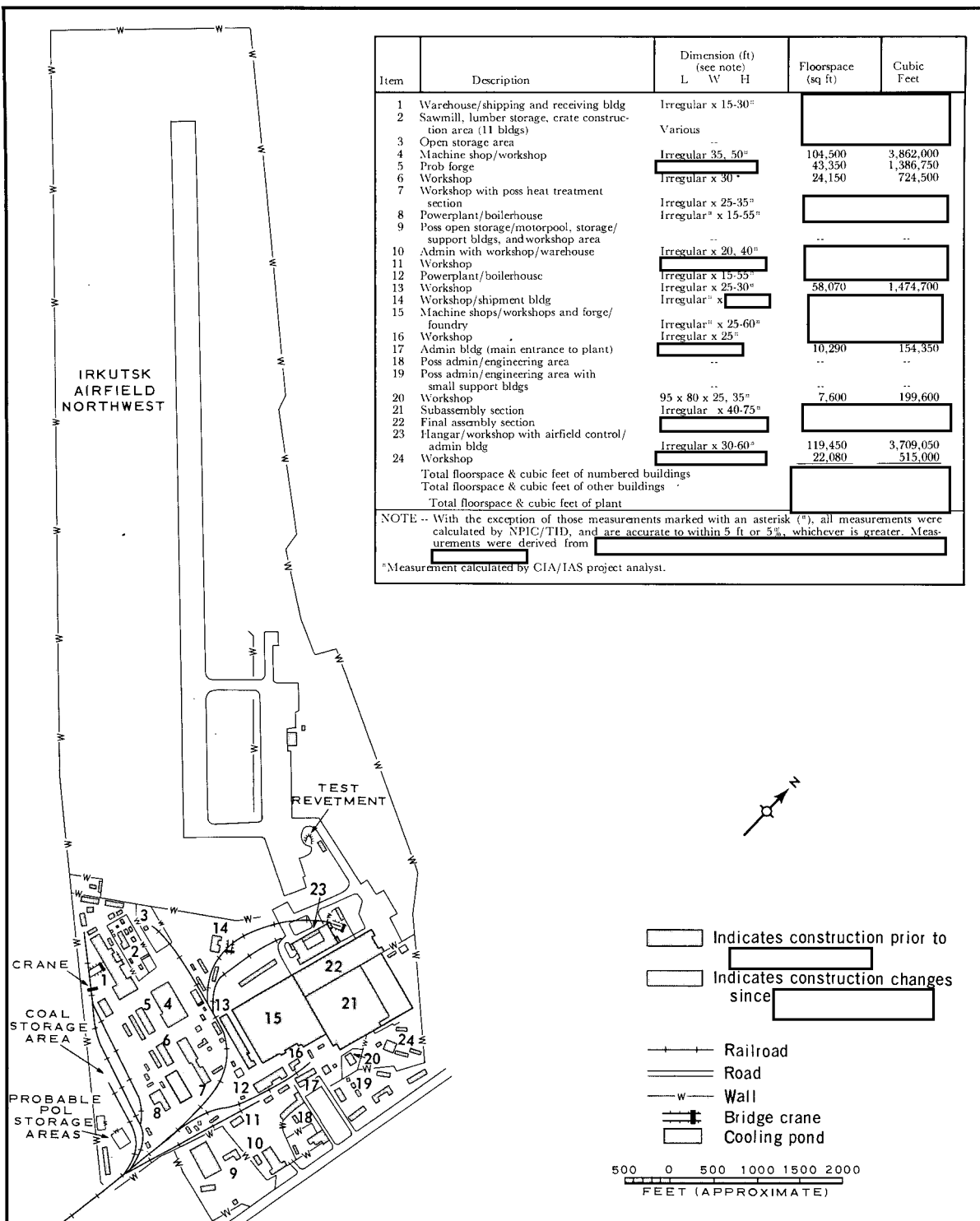


FIGURE 5. LAYOUT OF IRKUTSK AIRFRAME PLANT NO 39.

L-7195 (3/67)

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REFERENCES



25X1

MAPS OR CHARTS

ACIC series, scale 1:200,000

DOCUMENTS

1. CIA. PIR-65134, Airframe Plant No 39, Irkutsk, USSR, May 66 (TOP SECRET

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2. CIA. PIR-19/64, Irkutsk Airframe Plant No 39, Irkutsk, USSR, Jul 64 (TOP SECRET

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REQUIREMENT

CIA. C-RR6-83,650

PROJECT

31260/67 (partial answer)

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FIGURE 4



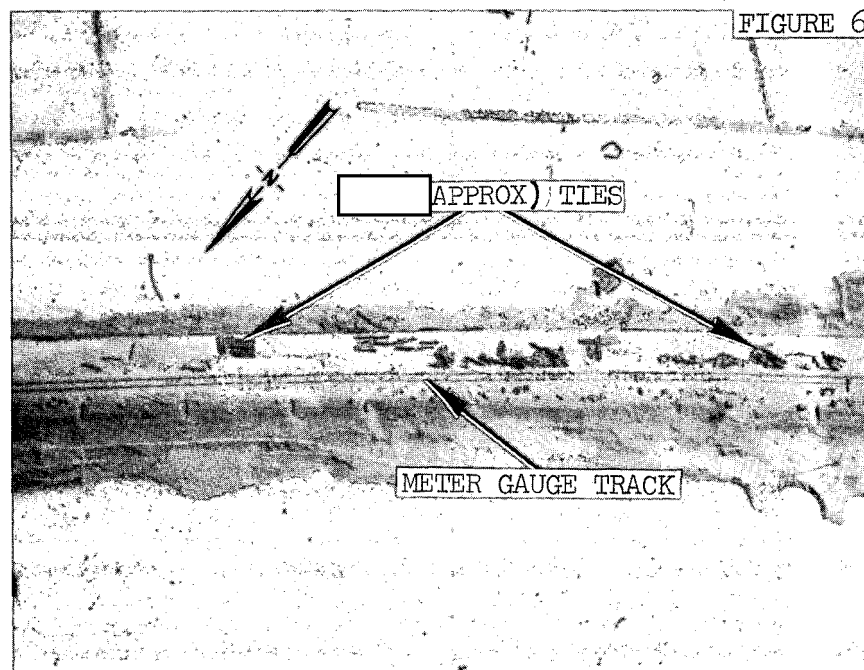
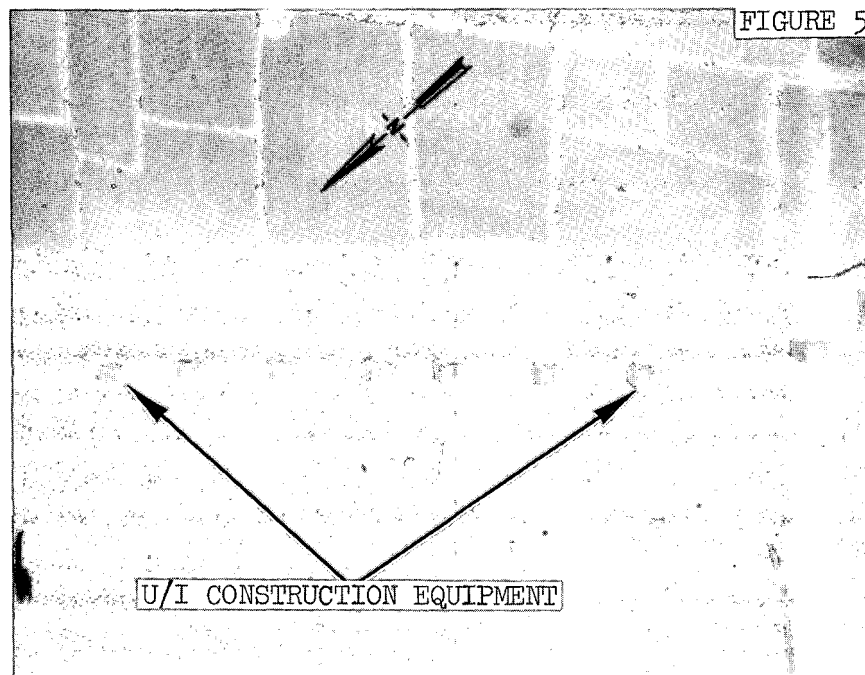
FIGURE 5

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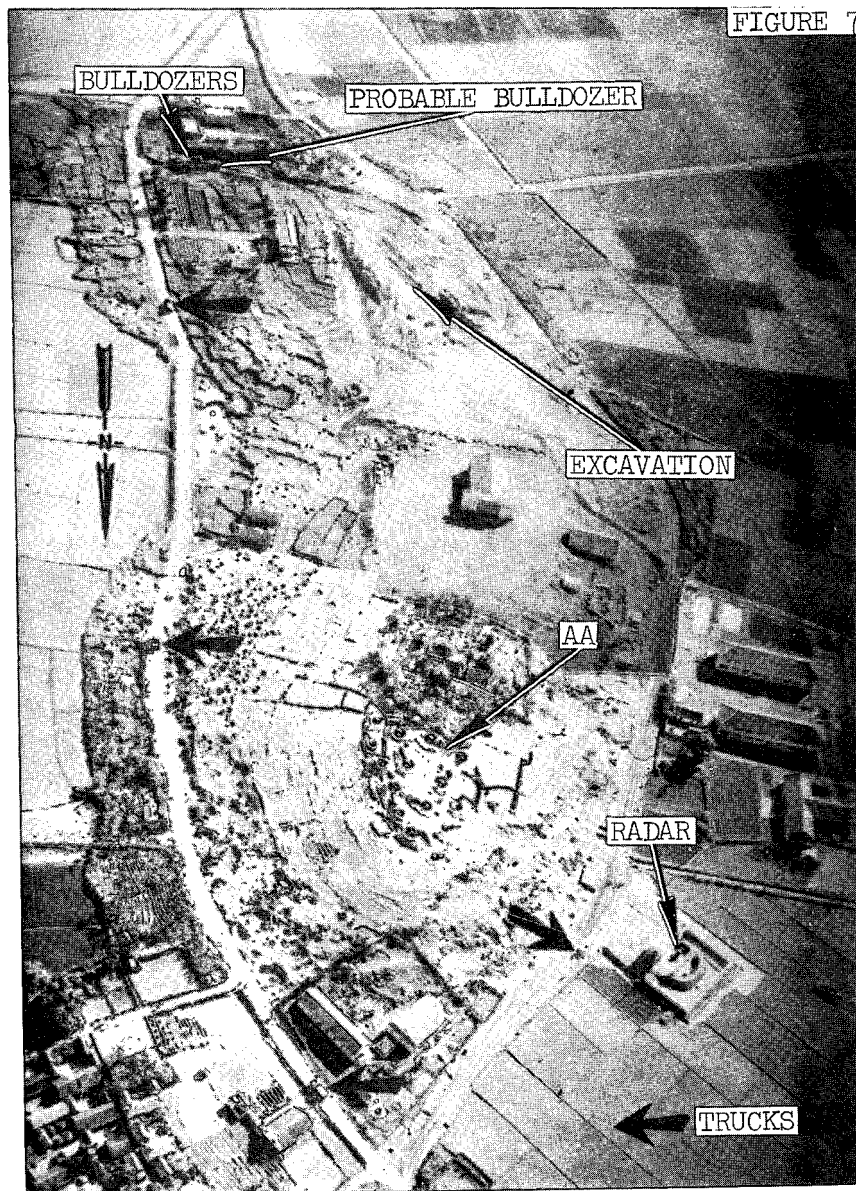


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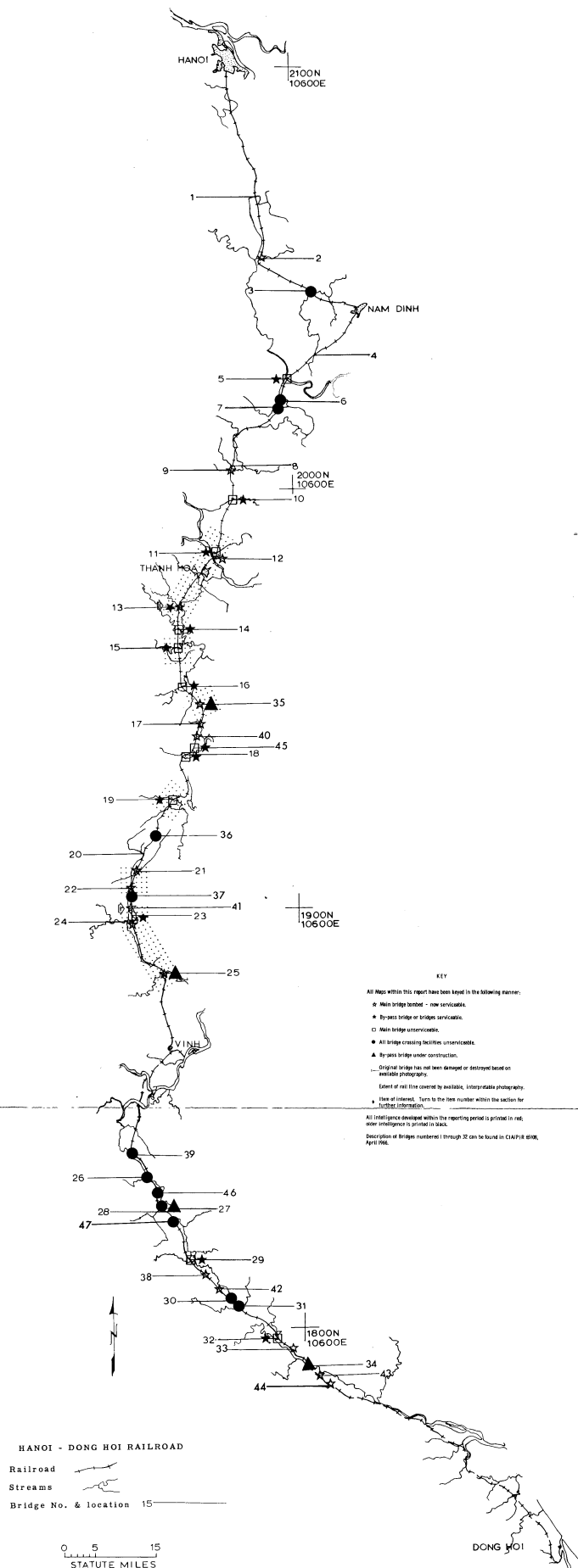


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FIGURE 8



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ITEM OF INTEREST NO. 1: Hanoi/Dong Hoi Rail Line

NAME : Tu My RR. Bridge

BE : NA

COORDINATES : 18 59N - 105 34E, WG611001

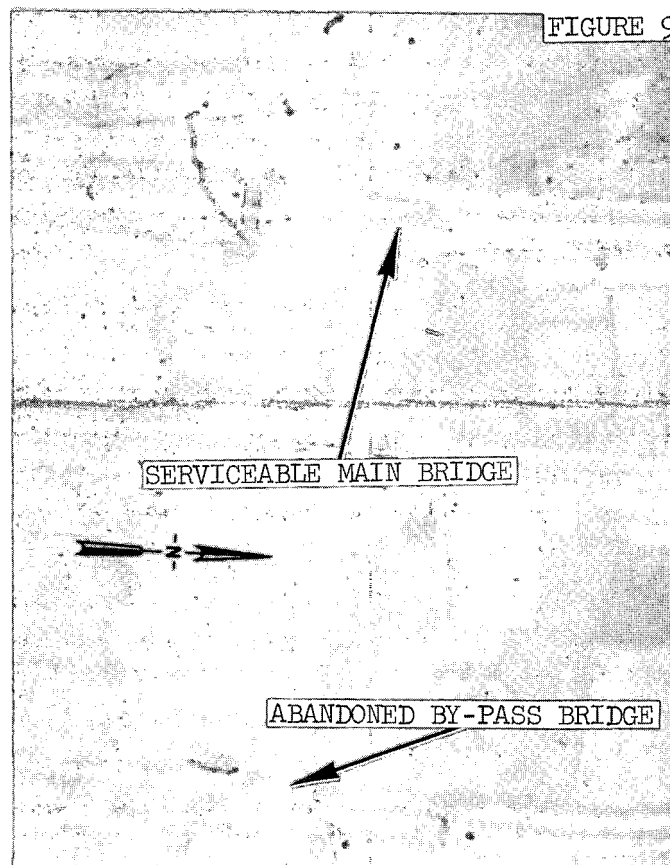
PHOTO REFERENCE :



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MAP REFERENCE : JOG (A) 1501, NE 48-7

The probable 2-span, deck-beam Tu My Railroad Bridge has been rebuilt and is now serviceable. The by-pass bridge which was formerly under construction has been partially dismantled and is unserviceable.



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ITEM OF INTEREST NO. 2: Hanoi/Dong Hoi Rail Line

NAME : By-pass Construction around Thien Linh Dong RR. Bridge

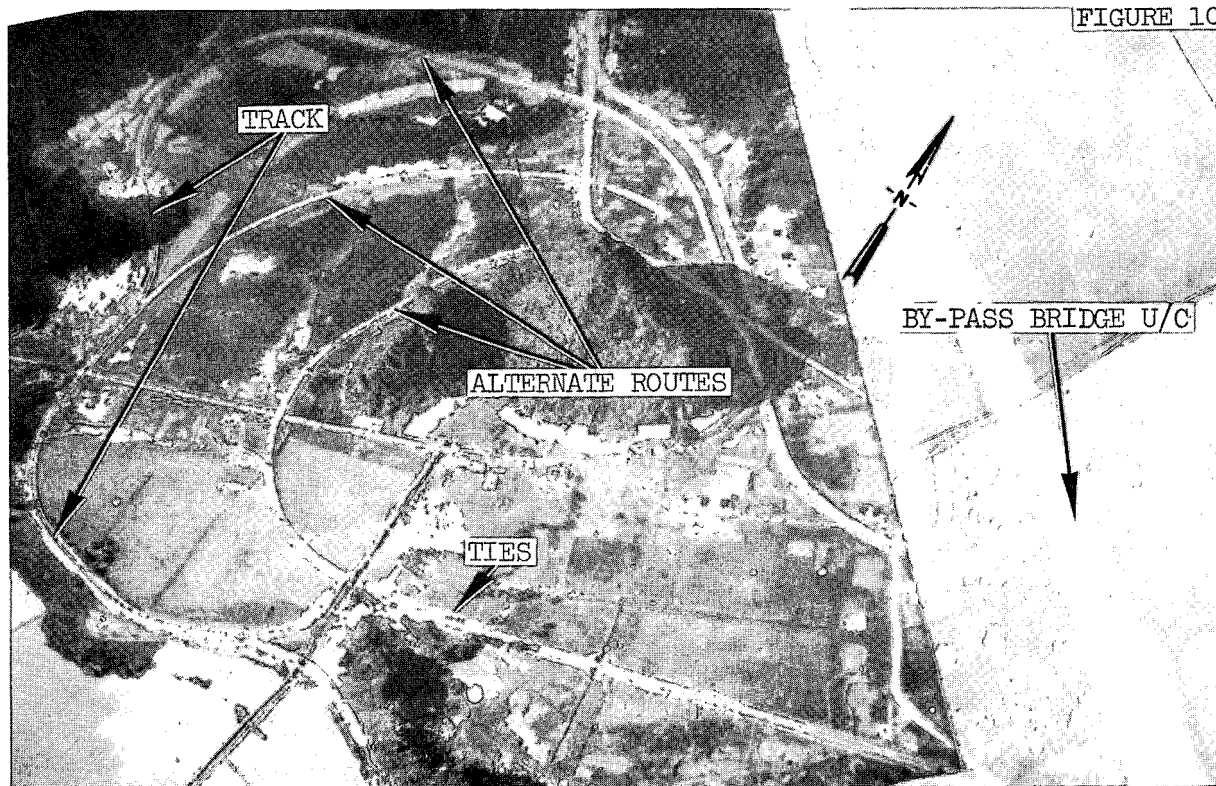
BE : NA

COORDINATES : 19 43N - 105 42E; XG739813

PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NE 48-3

A combination by-pass route and storage spur is under construction at UTM XG739813. The two piers of the probable 3-span by-pass bridge have been completed, and some track has been laid on 1 of the alternate roadbeds of the by-pass route. The main bridge [REDACTED] and another by-pass bridge [REDACTED] remain serviceable.



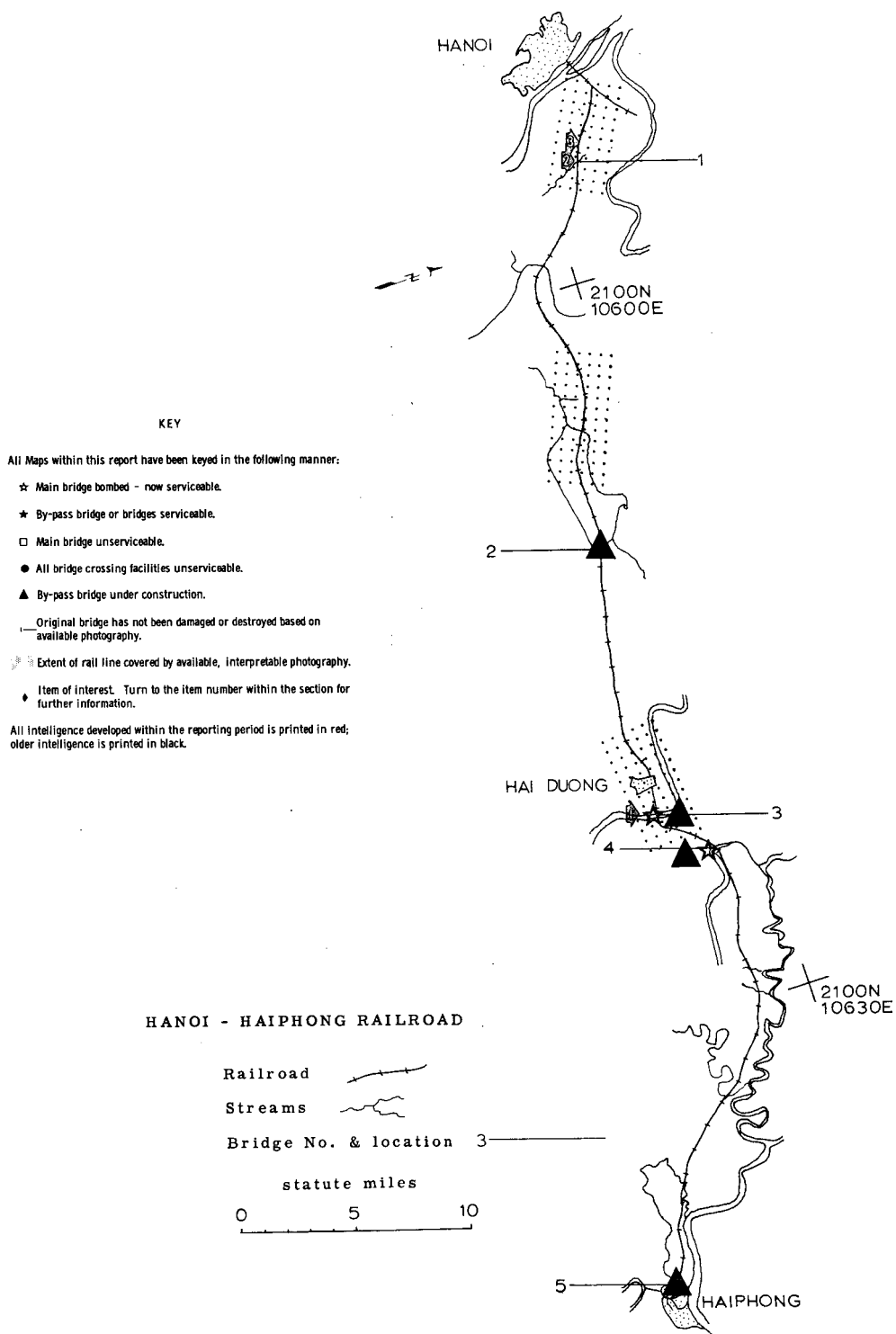
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FIGURE 11



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ITEM OF INTEREST NO. 1: Hanoi/Haiphong Rail Line

NAME : Hai Duong RR. By-pass Bridge

BE : NA

COORDINATES : 20 56N - 106 21E, XJ413168

PHOTO REFERENCE

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MAP REFERENCE : JOG (A) 1501, NF 48-15

The Hai Duong Railroad By-pass Bridge remains incomplete. However, considerable activity is observed in the area. Two barges are located on each side of the channel tied up to the respective completed bridge segments (Figure 12). Construction materials are located on these barges. Camouflage has been added to the completed segments of the bridge giving the structure the appearance of a causeway. Unidentified construction material is located adjacent to the western abutment (Figure 13). Two previously mentioned large pontoon bridge sections with railroad track (Report No. 1) are still located at UTM XJ390180 (not illustrated) and may possibly be used to complete the bridge if and when the main bridge is rendered unserviceable.

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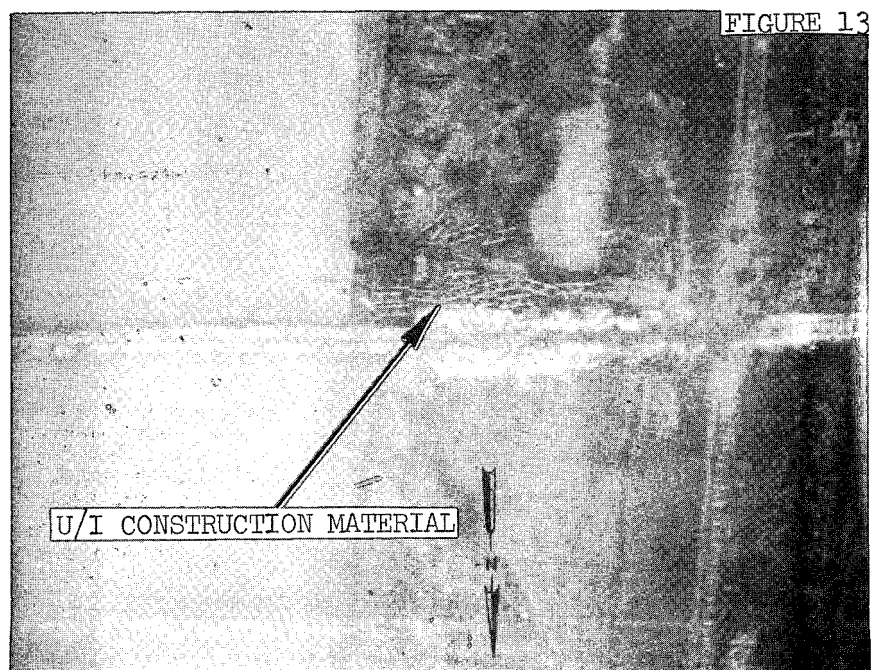
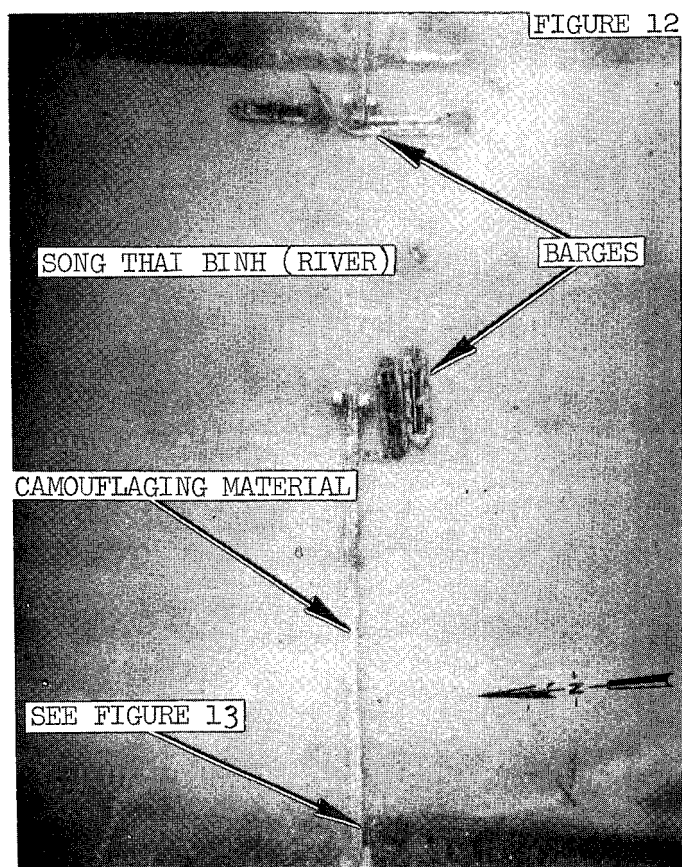
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ITEM OF INTEREST NO. 2: Hanoi/Haiphong Rail Line

NAME : Rails

BE : NA

COORDINATES : 20 59N - 105 58E, XJ017211

PHOTO REFERENCE :

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MAP REFERENCE : JOG (A) 1501, NF 48-11

Considerable quantities of rails (not all illustrated) were observed stacked adjacent to the railroad track in the vicinity of UTM XJ017211.

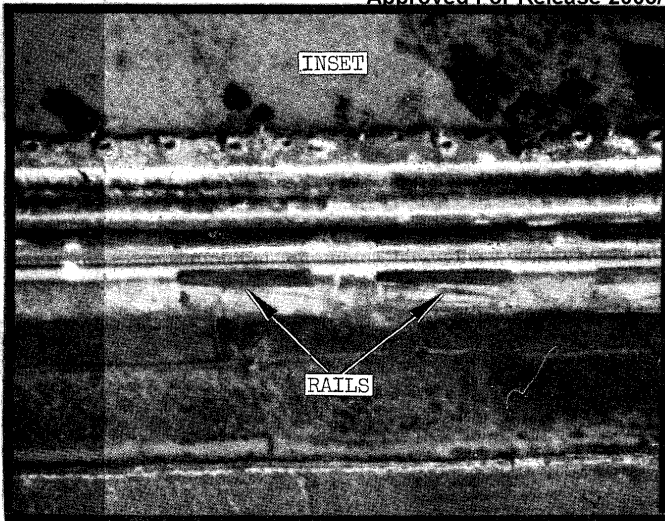
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FIGURE 14

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TO HAI PHONG

TO GIA LAM

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ITEM OF INTEREST NO. 3: Hanoi/Haiphong Rail Line

NAME : Rolling stock

BE : NA

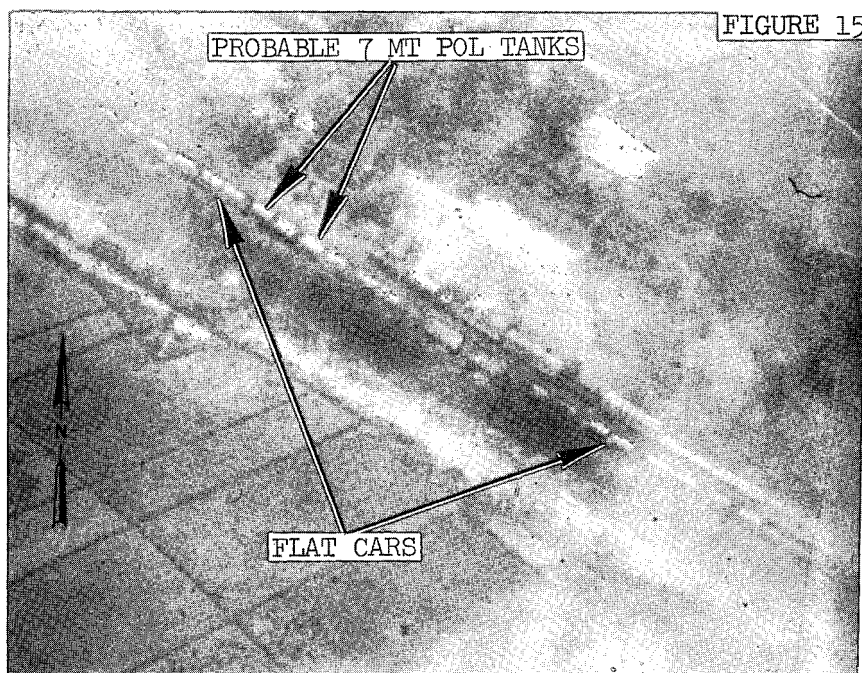
COORDINATES : 21 00N - 105 58E, XJ005225

PHOTO REFERENCE :

MAP REFERENCE : JOG (A) 1501, NF 48-11

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Ten flat cars, each carrying 2 probable 7 metric ton POL tanks, were observed at UTM XJ005225 on the Hanoi/Haiphong Rail Line and may indicate either a shortage of conventional meter gauge POL tank cars on this line or the transport of prefabricated tanks.



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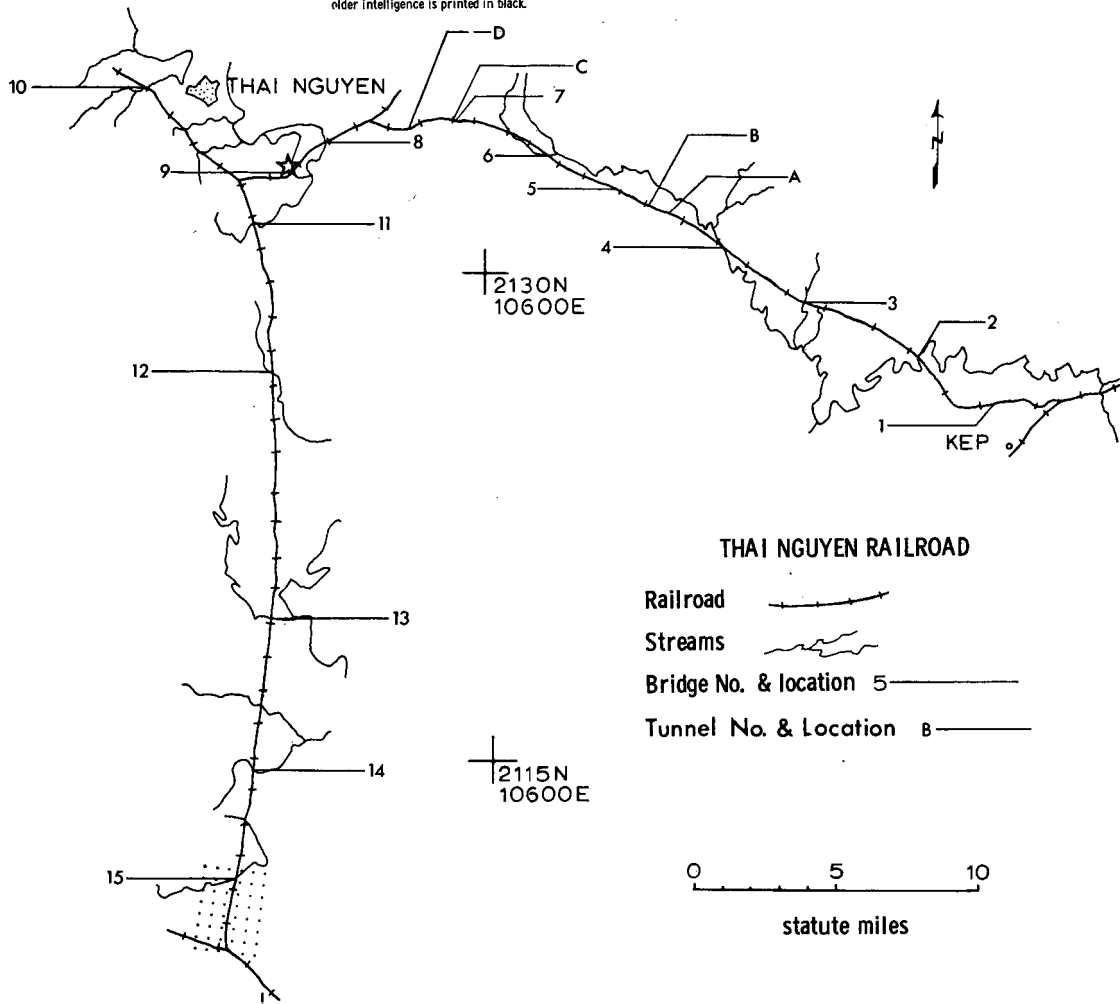
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FIGURE 16

KEY

All Maps within this report have been keyed in the following manner:

- ☆ Main bridge bombed - now serviceable.
- ★ By-pass bridge or bridges serviceable.
- Main bridge unserviceable.
- All bridge crossing facilities unserviceable.
- ▲ By-pass bridge under construction.
- Original bridge has not been damaged or destroyed based on available photography.
- Extent of rail line covered by available, interpretable photography.
- Item of Interest. Turn to the item number within the section for further information.

All intelligence developed within the reporting period is printed in red; older intelligence is printed in black.



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